

April 1, 2022

To Devon Williams,

**Re: Safe passing of people on bikes**

In the last few months, several constituents in the Tri-Cities region have shared with the HUB Cycling Tri-Cities Committee stories and video footage of buses coming much too close to people on bikes. Some of these incidents took place on streets with no bike infrastructure, and in others, buses crossed the painted bike lane. While we are aware that painted bike lanes must be crossed at bus stops to allow passengers to board and disembark, the incidents in question did not take place at bus stops. This poses a serious threat to people biking, and this high-risk behaviour needs to change.

Specific examples include Guildford with bus drivers coming into the bike lane, and on Johnson, with a person cycling being close-passed by a bus on Johnson northbound just north of Barnet Highway. We have video footage of both.

Make no mistake, we are not rushing to call into question the practices of the thousands of bus drivers across Metro Vancouver. We are well aware that most bus drivers are courteous and respectful towards people on bikes. However, with several incidents like this occurring, we believe more should be done by Coast Mountain Bus Company to inform and teach operators of the risks of close passing. This could include notifying all operators of our complaint and providing a reminder of safety protocols and to watch out for people biking.

We have seen the manual CMBC provides to new drivers about driving near people cycling. We are glad to see this and encourage this to be recirculated to all drivers, not just new ones, as a reminder. The manual is educational and generally has accurate information, but it indicates “When a cyclist uses a dedicated bike lane, you do not always need 4.5 feet passing clearance” - it is unclear why a painted bike lane would change the need to provide a safe passing distance, especially given that many painted bike lanes do not meet modern standards. We recommend removing this line. The manual also says “Cyclists position themselves along the pavement symbol.” We recommend adding “or the closest safe position.” Sometimes the symbol is under parked cars or too close to other hazards. **We recommend making these manual changes before sharing it with drivers and adjusting training accordingly.** ICBC has an educational video, [linked here](#), that can also be mandatory viewing for bus operators.

HUB Cycling’s Tri-Cities Committee would be happy to represent our members further on this matter and would welcome respectful dialogue with Coast Mountain Bus Company in hopes that changes could be made to more safely enable people to travel by bike around the region.

Thank you,

Andrew Hartline and Colin Fowler  
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## About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).